

HAWAIIANS AT WASHINGTON

(Mail Special to the Advertiser.)

WASHINGTON, D. C., Jan. 25.—The Hawaiians here in the interest of territorial legislation have been very busy during the past week. They have found themselves in a position to advance various measures somewhat after the long preparatory period of the last two or three months.

Next Tuesday there is to be a hearing before the Navy committee of the House, when Delegate Kalanianaʻole, Mr. George B. McClellan, Mr. H. P. Wood and probably others, will furnish some data and information regarding the improvement of Pearl Harbor. The subject of improving and fortifying Pearl Harbor and of fortifying Hawaii generally has been receiving much attention here recently and the Capitol is alert to the matter. A few days ago Mr. James L. Coke of Maui, called on the President, accompanied by Representative Cole of Ohio. The President expressed to Mr. Coke his very great interest in the improvement of Pearl Harbor and said he wanted a drydock there. He also stated that he was going to send a special message to Congress about the improvement of the Harbor.

Since then the President has been showing further interest in fortifying Hawaii. He has been writing to members of Congress calling their attention to the conditions there and to the necessity for appropriations. He has also talked with many Congressional callers about the need of liberal appropriations all along the Pacific Coast and in Hawaii.

CHAIRMAN HULL'S VIEWS.

Chairman Hull, of the House Committee on Military Affairs, has received one of the President's letters. Incidentally it has converted him to the President's way of thinking, and while Mr. Hull is not a member of the committee which prepares the fortifications measure, he stands ready to give his support to a liberal bill.

"I endorse every word the President says about the desirability of fortifying not only the Pacific Coast, but the Hawaiian Islands," said Mr. Hull recently.

"The President's letter referred exclusively to Hawaii, which is apparently regards as the vital point, in a strategic sense, in the West. There is no place on the entire continental United States so greatly in need of powerful batteries as Pearl Harbor. In my opinion it is far more essential to fortify it than San Francisco, Puget Sound or any of the other coast cities."

"The reason is simple. If an enemy were to take possession of Hawaii it would have a base from which it could harass the entire Pacific Coast. Without such a base there is absolutely nothing to be feared from a foe coming from the Far East. No enemy could send a fleet across the Pacific and take it back again without receiving fresh supplies of coal. It is not practicable for a Japanese fleet, for instance, to undertake this cruise with its own colliers. But with Pearl Harbor controlled by the Japanese the situation would be very different."

"I think Congress has neglected Hawaii long enough, and that from now on ample funds should be provided for establishing guns, mortars, and other offensive equipment there. For my part I shall do all in my power to back up

Weakened Vitality Impoverished Blood

Read what Ayer's Sarsaparilla did for a well-known city missionary, who writes:

"I was for many years a sufferer from boils and other eruptions of a like nature, caused by the impoverished state of my blood. My appetite was poor and my system a good deal run down. Knowing the value of

AYER'S Sarsaparilla

by observation of the good it had done to others, I began taking it. My appetite improved almost from the first dose; then my general health improved, and now it is excellent. I feel a hundred per cent. stronger, and I attribute this result to Ayer's Sarsaparilla, which I recommend with all confidence as the best blood medicine ever devised."

As now made, Ayer's Sarsaparilla contains no alcohol.

There are many imitation Sarsaparillas.

Be sure you get "Ayer's."

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

AYER'S PILLS, the best family laxative.

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the President's recommendations."

Members of the sub-committee of the Committee on Appropriations having in charge the fortifications bill are generally favorable to the President's plan of converting Pearl Harbor into a modern Gibraltar. Representative Smith of Iowa, who is the chairman of the sub-committee on fortifications said that he thinks the money provided for the insular possessions this year would break all past records.

"It should be understood," he said, "that Congress does not specify the various localities to be fortified. We merely provide the cost of these works in a lump sum and the strategists of the army determine how it shall be distributed. So long as all the Great Powers of the world were east of us the War Department rightfully concluded that if we were to be menaced in the future it would be by a European foe. Consequently the appropriations for coast defenses were expended along the Atlantic coast. The result is that the Atlantic coast harbors are now in an excellent state of defense, while the Pacific, outside of San Francisco, is not adequately protected."

"In the meantime the foreign nations to the west of us have become more powerful than they formerly were, so there is additional reason for looking after the Pacific Coast. My personal judgment is, inasmuch as Hawaii, if taken by a foreign Power, would be a base for attack on the Pacific Coast, it is the most important place to be put in a condition of strong defense. It is more important in this regard than any place on the coast."

"No nation in the world could conduct a naval campaign so far from home as would be necessary in the Pacific without controlling Hawaii. Consequently the Pacific Coast will be practically safe so long as we are able to keep an enemy from taking over Pearl Harbor. I think this year's appropriation for this purpose will be liberal enough to meet the views of all reasonable persons."

FLEET COMING HERE.

Contemporaneous with this activity comes the authoritative announcement that the battleship fleet now on the way to the Pacific is going to visit the Far East, which means that it will go to Honolulu. This fact came out in connection with consideration of the Urgent Deficiency bill in the House. It contains an item of \$1,000,000 for coal for the fleet, which had to be explained before Congress would vote the money.

A BIG COAL BILL.

A few days before the bill was reported to the House Rear Admiral William S. Cowles, Chief of the Bureau of Equipment, and incidentally brother-in-law to President Roosevelt, appeared before the Appropriations Committee, and then announced in explanation why there was a deficiency of a million dollars in the Navy Department's coal bill, that the extra coal was necessary because the fleet was going around the world. Admiral Cowles gave some interesting information regarding the coal stored for the use of the fleet.

"During the present year we have shipped 60,000 tons to Honolulu and 90,000 tons to Cavite," he said. "These battleships, sixteen of them, take about 25,000 tons to a coaling. They eat up coal very rapidly. Then we have sent 35,000 tons to Puget Sound, and 60,000 tons to San Francisco. We have contracted for 800,000 tons of coal in all."

"The Department generally keeps 100,000 tons of coal on hand at Cavite, the coaling station in the Philippines. On December 1 there was at Cavite 86,512 tons, and sufficient on the way, or under contract to bring the amount to 150,000 tons. The next coaling station will be at Yokohama where the ships will coal on their way to Japan."

Admiral Cowles went on to explain that when the fleet returns by way of the Suez Canal it will have colliers along and will buy coal. The Department will also send them coal in chartered colliers. "We have a coal agent in many ports," he explained. "We always set aside nearly a million dollars of the amount for the year for that purpose. They go into a port and buy the coal from the agent at the current rate. If they go into a port where the coaling facilities are not good, they fill up the colliers and send them ahead or take them with them. It will cost \$8000 a ship for tolls on each battleship to come through the Suez Canal."

Admiral Cowles admitted that he had already contracted for the coal in spite of the fact that there was no money available. There was no help for it, he said, under the circumstances.

HEPBURN IMMIGRATION BILL.

There is favorable news of the progress of Col. "Pete" Hepburn's bill relating to immigration in the Territory of Hawaii. It has been reported to the House, as stated in recent dispatches to the Advertiser, and there are hopes of having it considered next week. There is some opposition to the bill by Southerners and others who want similar privileges for their own states. This may or may not defeat the Hawaiian measure. The report on the bill, prepared by Representative Hayes, of California, reads:

The Committee on Immigration and

Naturalization, to whom was referred the bill (H. R. 10568) relating to immigration into the Territory of Hawaii, beg leave to report that they have examined the same and recommend that it be amended as follows, adding a new section thereto to be known as Section 3, viz:

Sec. 3. That nothing herein contained shall be construed to admit to any port or place of the United States on the North American continent any alien who is inadmissible under the provisions of the Act approved May twentieth, nineteen hundred and seven.

Prior to the going into operation of the immigration act approved February 20, 1907, the government of Hawaii had imported several thousand Portuguese immigrants from the Azores and Madeira Islands, paying the expenses of their transportation, and providing work for them when they reached Hawaii. It was thought desirable in this way to try to displace the Oriental labor now on the islands by white labor, and these immigrants proved very satisfactory, are well contented, and are all employed. The territorial government desires to continue the importation of this class of laborers, and to the committee it seems most desirable that they should be given the privilege to do this, which they can not do under the provisions of the general immigration act. The purpose of the present bill is to give the territorial government of Hawaii this right.

MR. COKE'S MISSION.

Mr. Coke had a successful as well as an interesting visit here. He got on well with his bills for electric franchises on Maui. The House Committee on Territories granted a hearing on the bill for a franchise at Lahaina and for a franchise at Wailuku. The Delegate and Mr. McClellan joined Mr. Coke in advocating the approval of these franchises by Congress. Both bills will be favorably reported to the House and will probably become law in short order.

A number of friends gave Mr. Coke a warm greeting in Washington and contributed to the pleasure of his visit. Some of them were people he met at the Democratic convention at St. Louis four years ago and others were of the Congressional party that visited the islands last summer. The members of this Congressional party are to give a dinner in Washington early in February, at which Delegate Kalanianaʻole will be the guest of honor. Mr. Coke saw a number of prominent Republicans here, including, as already stated, President Roosevelt, and also Secretary Taft.

OTHER LOCAL MEASURES.

The Territories Committee has also granted a hearing on the bill to extend from five to twenty years the public land leases in Hawaii. There

Prof. C. B. Robinson is a passenger in the Mongolia bound for Manila. He is a botanist of the bureau of science under the War Department designated for service in the Philippines. For the past four years he has been engaged at the New York botanical gardens. Before that Prof. Robinson was a teacher for two periods amounting to eight years in Pictou Academy, one of the oldest educational institutions of Nova Scotia, between those times studying at Cambridge University, England, when young Mr. Ahlo of Honolulu and the late G. C. Kenyon, formerly a teacher and newspaper writer here, were taking courses there.

Yesterday Prof. Robinson visited the Government Nursery, the Hawaii Experiment Station and other places of especial interest to him. He also called on Dr. H. V. Murray, who was his schoolmate in youth, and on a member of the Advertiser office who met him East over eight years ago. Prof. Robinson hoped to pass this way again and see more of Hawaii, but had no idea of how long his Philippine engagement might last.

LAUNCHING OF THE LURLINE.

In the presence of only a few of the officials of the shipyard and owning company and a party of invited guests, the new steel passenger and freight steamship Lurline, building for the Matson Steam Navigation Co., of San Francisco, Cal., was successfully launched at the plant of the Newport News Shipbuilding and Drydock Co., Newport News, Va., on January 11th. As the vessel started on her journey to the waters of James river, Miss Lurline Matson, daughter of Capt. William Matson, president of the owning company, smashed a bottle of champagne across the great steel bow.

The Lurline will be completed in about five months; and, after loading a cargo at either Baltimore or New York, will sail for San Francisco. The vessel will be employed in the freight and passenger service between San Francisco and Honolulu. The Lurline is 450 feet long, 55 feet broad, 31 feet deep, and of 6500 gross tonnage. She will be propelled by a single screw, triple-expansion engine of 3500 horse-power. Steam will be furnished by four Scotch boilers. The designed speed is 16 knots an hour.—N. Y. Nautical Gazette.

Warner Miller, formerly senator from New York, has been bankrupted in a mining deal.

DR. COFER IS BACK FROM THE MAINLAND

Dr. L. E. Cofer, Chief of the U. S. Public Health and Marine Hospital Service in this Territory, yesterday returned from nearly a half year's absence, during which Dr. Carl Ramus has been successfully in charge.

Dr. Cofer, during his trip, has been in charge of the Ellis Island immigrant station, New York, the most important duty of its kind in the United States, and for nearly three months he was in charge of the plague hospital in Seattle, so he has worked both ends of the continent to the advantage of this Territory in that he has added to his already enviable record of responsibilities some very valuable observations, the benefit of which will come to Hawaii.

"Hawaii will ever go forward," said Dr. Cofer last night to an Advertiser representative, replying to a question as to whether any changes were contemplated in the system or methods now in vogue in the local quarantine and marine hospital service.

"We are all the time planning improvements, but these will come as necessity requires and as conditions shape themselves to receive the additional facilities."

Doctor Cofer resumes his duties as chief at once. "Everything has gone along smoothly and everything will continue to go along smoothly here," he said.

Honolulu is one of the "difficult" ports in the United States in Federal health duty, lying as it does between the Orient where small-pox, plague and cholera are common, and the Americas along whose western coasts fevers frequently rage. The opening of the Panama Canal in a few years will increase the responsibilities of Uncle Sam's doctors here, but long before that time this health station will be so perfected in every detail that it will be fully able to protect, not only this Territory against disease from the outside, but the United States mainland in relation to which Honolulu will be a greater gateway in many ways than San Francisco or any other coast port.

The Honolulu station, also, is perhaps a station where some of the most practical progress has been made in the study of disease. Soon quarantine island will receive further attention and Congress may appropriate for extensive receiving structures, so that at no time will Honolulu be unable to handle an emergency.

At the head of all this Dr. Cofer has the confidence not only of his superiors in Washington, but of the people here.

A LONG FELT WANT

It is Supplied at Last in Honolulu.

Good-natured people are often irritable. If you knew the reason, you would not be surprised. Ever have itching piles? The constant itching sensation. Hard to bear, harder to get relief. Spoils your temper, nearly drives you crazy. Isn't relief and cure a long-felt want? You can have relief and cure if you will follow this advice.

O. E. Collier, superintendent of the Altamaha lumber mills, Brunswick, Ga., says: "I can recommend Doan's Ointment very highly. I used it for itching piles from which I have been a great sufferer. A constant burning and itching existed which not only caused intense agony but was very annoying and mortifying, as I was scratching and digging almost unconsciously to get relief. I used many number of remedies but nothing had the slightest effect until I got a box of Doan's Ointment. The first application gave me relief and the burning and itching soon stopped. Doan's Ointment is all that it is claimed to be."

Doan's Ointment and Doan's Backache Kidney Pills are sold by all chemists and druggists at 50 cents per box (six boxes \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Agents for the Hawaiian Islands.

SHIPWRECKED SAILORS TO BE PAID OFF FRIDAY

The crew of the Eclipse will be paid off on Friday at 2 o'clock in the afternoon. In response to Captain Larsen's cablegram to his owners sent on Monday, funds were received here by cable and are now in bank. Captain Larsen submitted all the ships papers bearing on the crew list and their pay, to United States Shipping Commissioner Almy yesterday. They are very much water stained as they were carried through all the difficulties of the sixteen days in the open boat. Commissioner Almy will go up to the Queen's Hospital to pay off the men instead of having them come to his office as they are not yet discharged from the hospital.

As Others See Us

Letters of E. G. Lowrey, Washington correspondent of the New York Evening Post, who accompanied the Congressional Party.

HONOLULU, Island of Hawaii, June 1.—Here in the Kona district of this

big island is being made the most successful effort to diversify the agricultural industries of this territory. Coffee, vanilla beans, and pineapples are all being raised successfully. The coffee raisers—and there are only a few of them—inspired by the true spirit of protection, which is another way of saying greed, are eager to have a tax of three or five cents a pound put on Brazilian coffee in the hope that the import will drive it out of the American market. Phrased another way, they propose that the eighty million people of the United States shall be taxed to enable a hundred or so of men to make money raising coffee in Hawaii.

W. W. Bruner is at once the most intelligent and the largest coffee planter in this district. He is also one of the strongest advocates of an import duty. It is evident that these planters are going to make a strong and persistent effort to secure action from Congress. It may be well to set forth their reasons for their demand. When the visiting Congressmen came through this district Mr. Bruner talked to all of them, presenting these reasons and arguments why the Congressmen should tax their constituents to aid himself and his fellow coffee planters:

A COFFEE PLANTER'S VIEWS.

"How is Hawaii to be developed along American lines? By placing a duty on coffee, and this duty need not be over three cents a pound on low, or Brazilian, grades and five cents a pound on coffee of the mild or higher grades produced in Hawaii and Porto Rico. Such a duty would result in immediate change of conditions in all tropical America, and would open up to cultivation immense areas unadapted to sugar that now are idle."

"Prior to annexation Hawaii enjoyed a local protection of a duty of six cents a pound on coffee, which was lost by annexation, and the Hawaiian Government assisted coffee culture by exempting it from taxation for a long term of years, now about expiring. Homesteads were opened up on the best lands the Government had, and many took up the cultivation of coffee. Nearly all of these homestead settlements have proven failures, and now are not cultivated, except in the vicinity of the sugar plantations, where they have been planted in sugar. The reasons for the failure of the local homestead law furnish a complete argument for the necessity of the protection of other industries besides sugar in Hawaii."

"In Porto Rico prior to 1898 the main industry of the million people of the island was coffee. Today after eight years of American possession, due entirely to the effects of the Dingley tariff, sugar is first, tobacco is second, and coffee a weak and struggling third. What has been done for the great Porto Rican coffee industry, the mainstay of a million people? She lost her markets by American possession. The State Department negotiated trade concessions with Spain and France to recover in part the markets lost. The Porto Rican Government is expending annually \$25,000 to assist the sale of her coffee. What futile efforts, in the face of the fact that the United States needed this coffee, annually importing \$70,000,000 worth. The remedy was a simple one of a protection on coffee. With a duty on coffee, great prosperity would immediately result in Porto Rico."

REPLY TO OPPOSING ARGUMENTS.

"What are the arguments against a duty on coffee? I have heard two. One was that the country did not need the revenue which would be derived from it, and the other was that it would be a tax on the breakfast table. I was in Washington two years ago to see Secretary Wilson to get his views of the probability and possibility of a duty on coffee. While discussing the subject, Senator Proctor of Vermont came in. Secretary Wilson said, 'Senator Proctor, I want to introduce Mr. Bruner of Hawaii, who is a coffee planter there, and he has been discussing with me the possibility of a duty on coffee.' 'It is contrary to the ideas of the Republican party to put a tax on the breakfast table,' said Senator Proctor. I replied that I had heard that political phase of the question before, but I desired him to give me his own personal views on the subject. To this Senator Proctor replied that personally he was not interested, that he drank an imitation of coffee."

"I would like you to analyze with me what a duty on coffee of 3 cents a pound would mean to the American family. The annual consumption is about 12 pounds per capita, which would be equivalent to 36 cents duty per capita per year, or about \$1.50 for each American family a year, or 12-1/2 cents per month. As a matter of fact, however, the average value of all coffee imported is about 7 cents a pound, while the average retail price is about 18 cents a pound, and therefore were a duty of 3 cents a pound put upon coffee, at least one-half of this would come out of the large profits now made by the importers, roasters, and retailers, which would leave then only the equivalent of 75 cents a year for each American family to pay by reason of the duty. It is due to the generally accepted belief that the greater part of any duty on coffee would have to come out of the present unreasonable profits, that all coffee importers, roasters, and dealers are against the imposition of a duty on coffee."

WHAT THE UNITED STATES IS ALLEGED TO DO FOR BRAZIL.

"Let us look at coffee conditions elsewhere and see what the United States is doing for the coffee industry of Brazil. The average value of the imports of coffee from Brazil is nearly \$60,000,000 which is paid to Brazil in cash. How does Brazil treat her coffee production? Besides the district and State taxes, for it is the main industry of many States, there is an export tax of 11 per cent, which has been on for years, and which was imposed by Brazil immediately after the repeal by the United States of the tax on coffee some years after the close of the civil war, and in addition to this export tax of 11 per cent, there is an extra export tax, or sur-tax, as it is termed, of 60 cents a bag imposed by Brazil last December under the 'valorization' law. That is, the Brazilian Government now imposes taxes on coffee equivalent to 11-1/2 cents a pound, or an amount in taxation of \$15,000,000 on the coffee the United States imports from Brazil. While all of this does not come from the American consumer, the intent is to have this taxation enhance the value of the amount imported the full \$15,000,000. The United States, in addition to the actual cost of production of the coffee, pays the Brazilian Government taxes of nearly \$15,000,000."

CANNED PINEAPPLES ALSO CALL FOR PROTECTION.

"With the average rates of duty of the Dingley bill applied to canned pineapples, tropical America, and even little Hawaii alone, can supply the entire American demand. This year Hawaii will export 150,000 cases of canned pineapples, or 300,000 dozen cans, and next year it is expected that the pack will be double this amount, which would be in excess of \$1,000,000 worth. 'Singapore is now the great canned pineapple center. With her cheap labor, cheaper tin, cheaper sugar, and cheaper fruit. The duty on canned pineapple under the Dingley bill is 35 per cent, ad valorem, and 1 cent a pound in case sugar is added, and sugar always is added except in water goods, and yet the secretary of the treasury has ruled against the imposition of this additional 1 cent a pound on Singapore pineapple, and we are left with only the 35 per cent, ad valorem. What does this amount to?"

"Singapore canned pineapple is put up wholly by Chinese labor, and all the factories are owned outright by Chinese, except two, which are owned by Germans. Singapore has free tin; we have to pay the effect of 1-1/2 cents a pound duty on tin plate. Singapore has free sugar; we pay 1-1/2-100 cents a pound on refined sugar, as in the Dingley bill. Singapore has cheaper cases or boxes; Singapore has only cheap Chinese coolie labor; and, besides all these advantages in reducing the cost of its canned pineapples, Singapore has free shipping, so that Singapore pineapple is landed at San Francisco at less than our local freight to Honolulu with the freight thence to San Francisco added. The average cost of production of canned pineapples in Hawaii is \$1.25 a dozen, or \$2.50 a case, while the Singapore cost should not be over 75 cents a dozen, or \$1.50 a case. That is, if we had Singapore wages to pay our labor, had free tin and free sugar and cheaper boxes we could produce canned pineapple at this rate. Now, at 75 cents a dozen, with the duty of 35 per cent, ad valorem, Singapore fruit would cost without freight, which is no more than our freight, just \$1 a dozen, or 25 cents a dozen less than the cost of production in Hawaii. In view of this fact, and also because this is an industry now of very large proportions, both here and in Porto Rico, the rate of duty on canned pineapple should now be raised to an ad valorem rate of 60 per cent."

GINGER ROOT AND VANILLA BEANS.

"There should be a duty on ginger root of 5 cents a pound and an ad valorem rate of 60 per cent, on preserved ginger. We can produce ginger of the highest quality, and all tropical America can do likewise. This is a likely industry, and, with the support of this protection, would soon assume quite large proportions."

"There should be a duty of \$1 a pound on vanilla beans. The pioneers in the industry had every obstacle thrown in their way, even having to pay a duty of 25 per cent, of the cost of the cuttings imported. Vanilla is the most common flavoring extract used, and none is as important. American territory can easily supply the entire requirements of the United States."

"Our needs today are not Federal appropriations for harbors, breakwaters, or public buildings, or even the Panama Canal. What we want is protection to the agricultural products we can supply in abundance with its assistance. Federal appropriations are welcome, but what we require, what we are entitled to, is the benefit of the fostering care of protection to our possible varied agricultural productions, so that we may live in prosperity under American conditions."

EVERY BOTTLE GUARANTEED.

This is done with Chamberlain's Cough Remedy, and if you are not satisfied after using two-thirds of the bottle according to directions, return what is left and your money will be refunded. For sale by all dealers, Benson, Smith & Co., agents for Hawaii.

STANLEY DOLLAR DECISION CONFIRMED.

The decision of Judge Dole in the admiralty case brought against the steamer Stanley Dollar, in which he awarded \$5000 damages to intending Japanese emigrants for a failure on the part of the steamship owners to carry out a transportation contract, has been sustained in the United States Circuit Court of Appeals of the Ninth Circuit, in San Francisco.